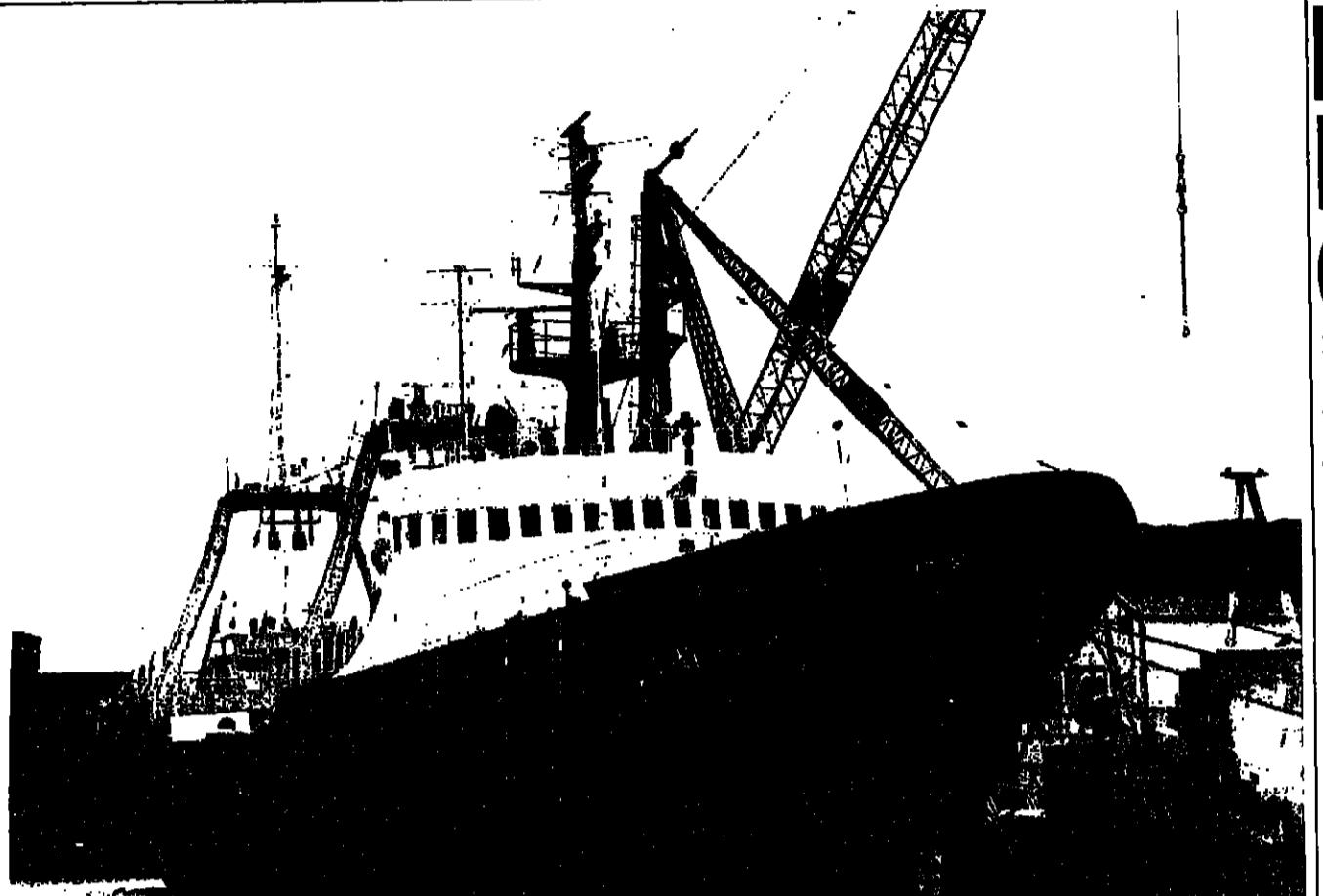
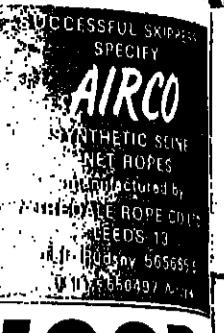




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Research ship G.A. Reay, formerly Arctic Privateer, after her major conversion in London. She cost around £2½ million.

Blue whiting trip for new research trawler

AFTER A wait of two years and at a cost thought to be around £2½ million, Torry Research Station has at last got modern stern trawler research ship for the test processing of fish at sea.

This ship started life in a Polish shipyard as Boyd Line's Arctic Privateer and went into service as a Hull-based freezer in 1969. Early in 1975 she was bought for Torry, then looking for a commercial stern trawler suitable for conversion. LGD Shiprepairs Ltd., a firm based in London's West India dockyard, won the contract.

conversion, which probably exceeds that taken over her building, is attributed partly to the need to ensure that the ship met the highest safety requirements of the Department of Trade. According to Mr. J. M. S. Elkins, managing director of the London Graving Dock group, the hull was in sound condition although considerable work had to be done on the ship's wiring and on adjustments to her factory deck and accommodation.

Stripped to bare steel decks, accommodation areas were completely rebuilt and were increased by enclosing the deck area immediately forward of the bridge superstructure. In addition to comfortable quarters for a crew of 23, the ship also has a small Jackstone Froster horizontal plate and four seven-station vertical plate freezers.

Trawl deck and equipment are basically similar to what was in use during the ship's years as a commercial trawler. And she retains her Mirlees 2500hp main engine, which gives her a speed of 14 knots.

G.A. Reay is a ship of 928 gross tons. She has an overall length of 237ft, a registered length of 214ft, a breadth of 39ft, and draft of 16ft.

As consultant to both the MAFF and LGD Ship Repair, the WFA's Industrial

Fire breaks trip

ALL THREE trawler landings for Hull's Tuesday fish sales were BUT vessels.

According to the MAFF, C. A. Reay will work regularly around the British Isles but the industry will be preplexed by the statement that this expensive long-range research tool "will be concerned with evaluating fish resources in near waters".

The long time taken over the

for a catch of only 22 kits which made £647.

Portia (Sk. B. Stipe) after a 24-day Norway Coast trip grossed £46,836 for 1,845 kits including 313 of haddock.

Ross Orion (Sk. G. Boyce) back from a 28-day east Norwegian coast by the Greenland trip realised £33,064 for 1,400 kits.

The broken trip of the *Orion* had lasted 17 days at the port on Wednesday.

and methods. The area is presently almost bare of machinery but this can be installed and taken out as required.

Development Unit played a considerable part in the conversion of the vessel. It did all the design work, prepared the conversion drawings and stability data, and provided a technical backup service throughout the period of the conversion.

The freezing section is on the deck below and has been reduced in size to suit the ship's experimental role. New refrigeration plant has been supplied and installed by Hall Thermotank International, and the ship also has a small Jackstone Froster horizontal plate and four seven-station vertical plate freezers.

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Plymouth fish firm take over

A NEW fish business is being developed in Plymouth. The former firm of J. Arrow of Coxside, Plymouth, has been taken over by Tamar Fish Processors Ltd.

The company already has a small factory on the Barbican and the aim is to build up a business on the Coxsie premises to process catches.

There are hopes that, when the business is better established, it will expand to deal with most popular forms of fish processing.

BLUE LING

From page one

Norway trawl away seem dogged by misfortune.

Last month the Boston Group's *Boston Phantom*

drew a blank and hit manning troubles into the bargain. Now, the most recent attempt by BUT's *Vitaria* (Skipper Roy Kurz) ended unhappily last week with a ten-day broken trip of only 53 kits which grossed £1,551.

The 189 ft. *Vitaria* — second highest earner at Grimsby last year — had her attempt thwarted by persistent winch troubles and, eventually, owners BUT were forced to recall her.

COMMENT

KRILL WOULD LAND US IN THE SOUP

THERE IS no doubt that the world-wide interest in the shrimp-like creature, krill, is beginning to hot up. What was once regarded as the food of the blue whale is being looked at as a huge sea resource to be developed for human consumption.

A report issued by the British Confederation of Fried Fish Caterers' Associations is now urging Britain to get in on the act. This could be done, says the report, by extending British limits to 200-miles around the small islands we own in the South Atlantic, including the Falklands, Tristan da Cunha and the Ascensions.

Apart from other species, these islands are rich in krill stocks and the report points out that fleets from Russia, Poland and Germany are taking advantage of them.

While it might make good sense to claim ownership of these waters, it would be highly optimistic to view this as a future development area for British trawling.

So far, it is the Russians who have made most of the running in the krill fishery, processing it into a paste and soup product. As a state-owned fleet, the Russians have the advantage over our trawlers in that they do not have to fish at a profit.

With a 6,000-mile voyage facing our trawlers just to get on to the grounds, the odds against showing a financial return are impossible. To envisage basing a fleet on the islands fails to take in the immense social problems that this would present.

It is difficult to imagine British trawlermen greeting with any enthusiasm a plan that would mean them spending many months of the year marooned in remote areas of the South Atlantic.

GOLLOP TRAWLS

The South-West's Trawl Net Factory

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Bottom and Wing Trawls, Pair Trawls, North Sea Shrimp Trawls, sole, bass, mullet, cod, E.g. £38 for 40 fathoms, ready to fish.

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Skagen Warp, Shocks, Flots, Buoyets, Orange P.E. and Blue Floating and leaded P.P. ropes.

All at costs and delivery prices.

Fine as boat fishes on? Skipper defies DoT ban

BRIXHAM fisherman, Stan French, has carried out his threat to put to sea in defiance of the Department of Trade ruling that his trawler is unsatisfactory because she does not meet DoT stability regulations.

Skipper French, who lives at Sidmouth, had tied up his trawler *Our Adriatic* in Brixham harbour for nine weeks because of the ruling.

But on Monday, as he put out for the fishing grounds on a 36-hour trip that could cost him a £400 fine, he said: "I am going to sea because I cannot afford not to."

"If I am caught, I won't be able to pay the fine because I have too many other bills to settle. I feel this is the only way to stir things up and get the regulations out into the open."

Skipper French is putting to the test his contention that the government regulations,

Fishing Vessel Safety Provisions 1975, are really aimed at large trawlers which go to sea for weeks and not smaller ones like his, which are only at sea for a matter of hours.

He claims that the new stability regulations have brought him to the verge of bankruptcy and warns that other fishermen in the southwest could face the same situation.

He calculates he has lost £1,000 in the two months since the ban was imposed. He claims that *Our Adriatic*, which he has owned since 1972, is stable and safe.

The committee held a special meeting with the Fisheries Organization to support the fishermen's case.

Trawl tank visit



THE inshore net division of Cosalt Ltd. put on an outing to the WFA fisheries training centre and flume tank at Hull last week.

The firm demonstrated the model performances of a demersal pair trawl, and the highly successful Cosalt Concord box trawl, under various rigging changes.

The company invited most of the top pair and inshore skippers at Grimsby to attend, and there was also a contingent from Peterhead.

Skipper Arthur Buchan and Walter Milne landed and then set off south through the night with Vic Bruce of Caley Fisheries Ltd.

A number of different rigs were put into the tank and the guests were able to see the scaled-down effects of different towing speeds and discuss the results, also see the effects of any suggested improvements.

At the time visibility was very poor, there was an

College course for the patrol men...

THE Department of Nautical Studies at the Grimsby College of Technology has been chosen to run a series of courses for Royal Navy officers training for fisheries patrol duties.

It was unanimously agreed at the meeting that a telegram should be sent to the Rt. Hon. Stanley Clinton Davis, MP, Under-Secretary of State for Aviation, Shipping and Companies.

It read: "As a result of implications which could not have been foreseen, this committee demands an immediate suspension of the Fishing Vessel Safety Provisions 1975, and calls for a special Committee of Inquiry to be set up to review their content and impact on the existing inshore fishing fleet. Full inshore representation at this committee shall be afforded."

The boat was the only one available in Brixham harbour when *Sydo* (Skipper David Old) broke down six miles off the coast in Force 5-6 winds. *Our Adriatic* towed *Sydo* safely home.

The committee has also called on south western Members of Parliament to support the fishermen's case.

Before moving down to Grimsby college, the office will spend one week being briefed on fisheries administration which, it is hoped, will combine both British & Common Market angles.

In addition, the office will have the benefit of meeting members of the active Grimsby Trawlers Officers' Guild and exchanging views and ideas on the role of fisheries protection, one of the most the most experienced skippers in the UK fishing industry.

She has been very unlucky since then. The trawler was one of the three Boston ships which lost very heavily on trips to Newfoundland in February.

In the past, this sort of liaison has helped sort out misunderstandings which crop up and it will form a most vital part of the course.

This is the first time Grimsby college has been chosen to instruct RN personnel in fisheries protection, although it has run a similar type of course for civilian visitors.

The first course starts at the end of the month. The

trials have been arranged in conjunction with Ministry of Agriculture, Fisheries & Food.

New cobles

LATEST additions to the

shore fleet at Redcar are

Whitby-built cobles *Avon*

(from the Gordon Gaskin yard for Ken Ropell), *Silver Jubilee* (for Eric Smithson) and *Lord Muirhead*. Both cobles

last Saturday night. *Silver Jubilee* was built at the

yard of J. Lowther.

FAMILY'S AWARDS

A FATHER and son

onshore wind with very sub-

stantial sea and swell which

made conditions very

dangerous among the many

rocks in this area.

The skipper and three of

the crew members were in

their bunks when the ground

shifted and, although an inflatable liferaft was launched, before

they could put on their life-

jackets and board it the vessel sank.

The five men had to jump

into the water and only one

was able to get hold of the

liferaft.

Mr. Hood and his son were at St Abbs harbour with their lobster boat *Sterling*.

They noticed through the

fog the lights of a fishing

LAST TRY TRIP TIES UP SHIP

BOSTON Deep Sea Fisheries at Grimsby has laid up its 698-ton distant water trawler *William Wilberforce* after a 25-day trip to the East Greenland ground, ended on Monday with a loss-making £22,322 grossing for 884 kts.

The East Greenland area has the only distant water grounds not subject to quota restrictions.

The gamble by Boston Commanders on a residential basis lasting one week.

The officers will be briefed

in depth on all aspects of fisheries patrol duties.

The firm will then have

four distant water

trawlers laid up at

Grimsby.

Spithead ships

THE FREEZER trawler *Princess Anne* (Skipper Peter Craven), or *Lady Parkes* (Skipper Bernard Wharham), will be among several vessels at the Silver Jubilee fleet review at Spithead on June 28.

Skipper Spall, one-time deep-water skipper, has just completed a very successful year in the Grimsby steel multi-purpose *Mohave*.

Skipper Tait has extensive knowledge of pair trawling for herring and his vast experience as a top seiner skipper should also prove invaluable.

For a three-month spell, until last June, *Mohave* and her partner sister-ship *Shawnee* held the Grimsby port pair team grossing record through the Tom Sleight (F.S.) Ltd. agency.

Skipper Tait will stay on

possibly for almost a year to

continue the instruction. The

trips have been arranged through the White Fish Authority.

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valuable.

It is understood that the

skippers of about 20 vessels

are interested in pair fishing

from Fortune Bay, where

conditions are particularly

suitable to this modern way of

working rough ground where

there is plenty of fish.



'Pair' skippers fly out...

Skipper Colin Spall — off to Fortune Bay, Newfoundland to teach pair-fishing methods.

Small net-low fine

AN UNDERSIZED net cost a French skipper £2,300 in a Hull court on Monday.

Skipper Pierre Coppyn of the trawler *Guynermer* was brought in to Hull by HMS *Hardy* and he pleaded guilty to a not offence under the North East Atlantic fisheries conservation agreement.

The trawler was working 90 miles east of the Humber with a net having a mesh measurement of between 42 mm. and 43 mm., when the rules specify 75 mm.

He was fined £250, with £100 costs, and his £3,000 trawl was confiscated.

British law clashed with French laws on a 20 per cent mackerel allowance with the net. The trawler had a catch of almost all white fish, however.

Proven reliability and performance at sea, make A.B.C. engines a power to be recognised.

These two vital factors are where A.B.C. scores over the opposition.

To find out more about our engines why not fill in the coupon below, and in return we will send you names of some of our satisfied customers who have installed A.B.C. engines in their trawlers.



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Tel: Leamington Spa (0926) 28469/25766
Telex: 311744 ABCUK G



'Chieftain' tops port

TWO FIVE-figure grossings were made at Lowestoft last week.

Top of the week was the Small & Co. 255-ton side trawler *Suffolk Chieftain* (Sk. Edward Brightly) which brought in a 386-kilogram catch for Friday's market after a ten-day trip, the catch selling for £1,050.

The only other five-figure grossing was the £10,000 exactly of the Colne Group's 434-ton side trawler *St. Mark*. She returned for the Thursday's market after 12 days at sea with 386 kilos.

Third and fourth places went to sister-ships of *Suffolk Chieftain*, *Suffolk Venturer* (Sk. Harry Baxter) and *Suffolk Challenger* (Sk. D. Atkins).

Billingsgate

THE WRITER of this column has been criticised in letters sent to *Fishing News* for suggesting that Billingsgate missed the boat on fish-fingers.

The market's attitude was defended on the grounds that the sale of fish-fingers is beneath the dignity of all good fishmongers, that the quality of this product is so low as to be below the notice of a tradesman in good standing, and that the amount of skill its handling requires is such that it could be safely left to a grocer. Perhaps they did not say so in as many words, but that is what they meant.

It is also attempted to excuse this lack of foresight on economic grounds: "There is no firm big enough in Billingsgate to undertake setting-up a delivery chain with the necessary refrigerated vehicles. Also that mounting the right sort of publicity campaign is beyond their means". One could have had some sympathy, but it is just this blinkered outlook that has led to lost opportunities in the past.

Someone seems to have indoctrinated each new arrival to the sales force into the idea that they are in business to sell *good* fish. Quite apart from the fact that most people are in business to make money, this emphasis on good fish allows each firm, and often each salesman, to make a value judgement on what is meant by good fish. This, in turn, has led to some odd snobberies.

There is a caste system in which salmon factors may handle rainbow trout, but whiting are for lesser mortals. There are shellfish firms which sell lobsters and male crabs only.

It is said that this specialisation arises from equally specialised knowledge, but the feeling is awfully clear that the superior salesman would rather not know about the intricacies of selling whinkles or other such common varieties. No doubt a salesman of fish-fingers would, under this system, become an 'untouchable'. The often-observed result of a caste system is the defiance of the status quo and the stifling of initiative and original thought.

Decisions as to what will and will not sell, therefore, tend to be made with due regard to former practice and tradition, rather than attempting to assess rationally what the consumer wants. Nor is the wholesaler alone in this. He is isolated from the consumer now, as in the past, by a very conservative class of retailers whose adaptation to the times can be measured by their shrinking numbers.

Their common prejudices and joint failure to foresee the future has ensured that the average consumer buys not only her fish-fingers, but a large proportion of her other fish requirements, from a grocer frozen.

There is little doubt that the decision by the larger food manufacturers to produce and sell fish-fingers was taken coolly and logically with knowledge of the desire of the general public for something bland, white-fleshed, crispy-coated, free of bones and requiring no effort to eat. Their motive was to make money — and they have!

ROBERTSON NET DRUMS



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ILLUSTRATED IS A Robertson type 3PN6 net drum with a 5-ton pull and capacity of 3 cubic metres. Special features are the detachable twin whipping drums and heavy-duty brads which give greater wear and lasting qualities. The illustration shows a man working on the drum set-up.

*

Fined Spanish poachers told: PAY UP OR WE'LL SELL YOUR BOATS

TWO SPANISH skippers who were also fined £10,000 in Lerwick Sheriff Court last Friday for illegal fishing were told to pay the fines or have their boats sold.

The skippers admitted fishing illegally inside the 200-mile limit and £20,000

was lodged with the sheriff-clerk in Lerwick on Tuesday afternoon. The vessels sailed that night.

The skippers, Alvaro Otero and Eduardo Lorenzo, were also allowed to purchase their confiscated gear and 100 tons of fish for an undisclosed sum. In court on Friday their pair trawl was stated to be worth £7,800.

Instead of imposing a statutory 90-day prison sentence alternative to the £10,000 fine, Sheriff Alastair MacDonald ordered their boats to be detained and, if the fines were not paid, that they should be sold.

Alvaro Otero and Eduardo

Lorenzo admitted fishing 14-miles off the northerly tip of Shetland, well within the new 200-mile limit.

"This week this court has dealt with four foreign masters convicted of offences against our fishery laws," Sheriff MacDonald said.

"Great credit goes to the Royal Navy for making the arrests."

"It will be the aim of this court to make the risk of poaching financially unattractive. It is the experience of this court that in this branch of law deterrent sentences are effective."

John Mathew, a local solicitor, told the court that

the two skippers "felt somewhat hard done by" because they were the most recent arrivals in the area of 10 Spanish boats.

The pair had arrived one day before they were arrested by HMS *Apollo*, whereas the others had been fishing in the area for four or five days.

Sheriff MacDonald commented: "I do not regard that as a mitigating fact. The Navy cannot arrest all the poaching vessels."

"If these two skippers feel ill-done by, they can rest assured that any others brought in will be dealt with in the way I propose to deal with them."

FLU HITS CREW - MAN DIES

A DECK-HAND died at sea late last week when an illness, thought to be a type of flu virus, hit crewmen on BUT's Grimsby trawler *Lord Jellicoe*.

Harold Wharton (36),

married with a son and a daughter, is thought to have died from pneumonia after being taken ill suddenly while fishing in the White Sea.

A number of other crew members also became ill and Skipper Eddie Hall rushed to Norway for medical help last Friday.

It is understood a few of the men required hospital treat-

Valmont is sold

THE GRIMSBY inshore trawler *Valmont* (GY 254) has been sold by her owners, the Dolphin Fish Selling Co., to the Lewis Brothers of Bridlington.

The 40-ton steel vessel had been up for sale for some time, being first offered when the local branch of the NDLB stopped crews unloading.

At 65 ft. and of steel construction, *Valmont* was brought to Grimsby in 1973 as a beamer. She failed to come up to expectations and was converted for inshore trawling.

At about the same time the

Grimsby vessels *Samantha* (Skipper Hugo Thomsen) and *Glenda* (Skipper Francois Wintein) began the local effort. Providing the weather does not break, they were expected to land this week with their first catches.

The catches were landed last week for reduction to fish meal. *Lis Frank* (HG 256) and *Onyx* (HG 194) arrived with fairly large hauls and were discharged through the Tom Sleight (P.S.) Ltd. agency. Carlisle (Skipper Keith Heron).

Plans of each processing hall

SIR, I wish to make the following comment on the article concerning the Lowestoft fish docks' modernisation scheme which appeared in *Fishing News*, April 1.

Plans of each processing hall

were submitted to prospective tenants long before the lease documents were drawn up and

it is certainly not true to say

that the buildings "just went up . . . were told to move in".

It is only to be expected that

LETTERS

the fish merchants thus had every opportunity to express their views prior to the completion of the new buildings.

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It is

HOW SOUTH COAST LOBSTER MEN MOVED OFFSHORE

Pot strings stretched to the Channel Isles

THE south coast lobster fishery based around the Swanage area was discovered shortly after the last war by one of the Devon-based Browne Bros. boats. Eventually, the potting extended right offshore to the Channel Isles.

Early fishing was very heavy and the Browne boats brought the operation of working large strings of pots to the area. Maurice Lane, a very well known local man, was soon also exploiting this and he became probably the area's most skilful man of his time.

In 1963 David Sales of Studland with *Purbeck Isle* and Bob Harris of the *Kentish Maid*, followed shortly after by *Peveril Pride* and John Orchard of *Well Try*, joined in and they became the main crabbers in the area.

Purbeck Isle, replaced in 1966 with *Isle of Purbeck*, fished grounds further afield on the western coast of the Isle of Wight, between St. Catherine's and the Needles.

The Lymington boats *Just Friends*, jointly owned by Ted Bishop and Ian Ashby, and *Ellie May* owned by the Happy Fishing Co. of Lymington, were soon exploiting this fishery.

Untouched

Fishing remained steady for some years and *Torbay Pearl*, a Weymouth vessel, joined the Lymington fleet skippered by Graham Butler. My vessel *Haven Maid*, followed by *Little Sister*, fished Christchurch Ledge and small areas in Bournemouth Bay. Some areas had not been touched for many years and good catches were made very early in the year.

I later fished the Swanage grounds, mainly up to six miles offshore, and found the fishing reasonable.

Christchurch Ledge is an ironstone reef 2½ miles long, about 9½ miles wide, and stretching south-eastwards from Hengistbury Head. The Ledge is mainly fished by Mudeford vessels working small strings or single pots.

At the height of the season over 1,000 pots fish the ledge and every year it produces a fair catch. Catch rates have dropped, but in comparison with some areas fishing is very steady.

In January 1970 *Christine P.*, a Browne-owned vessel, steamed to the Solent under the command of Swanage man, Ray Blanchard. *Christine P.* found very heavy concentrations of lobster in the Selsey Bill and Nab Tower areas. These areas had only been fished by small local boats with single pots and had given the local men a steady fishery.

News of heavy fishing soon spread, and many Westcountry crabbers, which had very slack fishing at this time of year, steamed to the Portsmouth area.

Vessels taking part in the resulting boom were the Browne Bros. 50-footers *Concord*, later followed by *Excel* and *K.M.B.*, *Torbay Belle*, *Bolthead Queen*, *Superb*, *Appel-de-la-mer*, *Ibis*, *Francis* and *Newbrook*. Nearly all of these vessels were either Dartmouth or Salcombe based.

The amount of gear worked by each vessel varied, but an average was 300-350 pots which were usually double-baited. This intense fishing had a great effect on inshore stocks. We believed we were



Above left: the author — pot in hand — aboard his fast potter (since sold). He was a pioneer of fast boats for potting off the south coast.

Top: one of the boats which helped open up the offshore fishery, the Browne Bros 50-footer *Concord*. The sea is a blur as the picture was taken while heading out from Poole aboard a fast potter.

Inside box: echo traces of the grounds. The south (left) shows rocky ground 20 miles south-east of Swanage and (right) The Banks 15 miles south of Anvil Point.

Bottom: the 38ft. long fast potter *Wild Wave* heading in to her moorings at Poole. She had a speed of around 20 knots.

Some small productive areas were obliterated as strings of 40 pots or more were shot on top of each other.

The fleet gradually moved towards St. Catherine's Deep, fishing the Owers Banks, Nab Tower, Bembridge and Ventnor grounds on the way. The small inshoremen of Selsey Bill and Bembridge could do little but watch their stocks

retaliated by cutting the larger boats gear away.

Around June of that year nature took a hand, however, with the summer influx of weed in the Solent. Tons of drift kelp forced operations to a halt.

Swanage man, Peter Haynes, acquired *Ros Brighde*, an east coast trawler, and converted her for crabbing. But gradually, the fishing died away and the local boats were left to carry on.

I took part in a crab tagging experiment at this time, the outcome of which proved interesting. We local men always assumed that the hen crab stocks in the area moved up Channel on the French side, until roughly in line with the Isle of Wight, then moved westwards to the Devon grounds.

The latter part of our theory proved correct. I was worried about the high proportion of large hen lobsters on the outer grounds and the survey team also expressed concern as to the long term effects on inshore stocks. We believed we were

joined in and dhans could be seen anywhere from Swanage to Alderney. 1972 again saw the grounds being heavily fished and one or two local men began to realise that, if they did not join in, it would soon be too late.

French crabbers were cheap and *Brenda C. Apel-de-la-mer* and *Tee Mor* were bought by local men. I had the fast crabber *Kathy Colleen* built and she was soon to be followed by *Bernard Gray's even faster Wild Wave*. Channel Islander John Carre had *Sea Crofter* built on the same Irish-made GRP hull.

Losses

Several pot manufacturers started up in the Poole area, as there was a steady market for a good, cheap pot for the losses were fairly heavy.

Some boats were taking hours to haul in one string, while others sustained heavy gear losses by ropes parting under the weight of weed coupled with the very powerful tides. The Westcountry crabbers decided to fish their way home as the Devon crab season was about to start.

Earnings

On the way the offshore grounds off the Swanage area were heavily fished and, early the following year, these boats returned to fish the "Banks", 12-15 miles off Swanage, the "overfalls area" and right out to the Herd Deep. Catches of between 500-1,000 lb. lobster were commonplace on quiet tides.

At today's prices each trip would be worth up to £3,000. Channel Island vessels

fishing the main breeding stock and if this was so, many years will have to pass before the fishing recovers.

Large lobsters over 3lb. were only catching 60p a lb. at the height of the season in June and July. Select lobsters in the 1lb.-2½lb. range realised 80-90p. Most of the catch was handled by John Arrow, a buyer at Selsey Bill, and Ken Greenslade of Poole.

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Several pot manufacturers started up in the Poole area, as there was a steady market for a good, cheap pot for the losses were fairly heavy.

Many dhans due to Channel Navigation, due to the need for dredging.

Gear left in to bad weather to roll up in a heavy swell, carried away in the ground knots on a new line, and snags on a new line, a spring tide, and a main snag with the method mostly very "hangy" rock, gear was often snagged when hauling in heavy tide.

The seabed varied from chalk on the Isle of Wight grounds to honeycombed ironstone in the Christchurch area, and St. Albans Bay and St. Albans Head.

Large lobsters over 3lb. were held in a small area of rock held large concentrations of lobsters.

Swanage grounds are mainly limestone ledges and Kimmeridge shale — very close to backlines.

The offshore grounds are a mixture of rocky pinnacles, shingle and red mud. During August beautifully marked, large cock lobsters were caught on the gravel banks.

"Purbeck Blues" (large pale blue hen lobsters) were caught in areas of chalk or blue clay.

The most popular pots were of traditional inkwell design: valved, with steel frames and bottoms. They were plastic-coated, netted, and had wicker or plastic entrances.

They were heavily bound with car tyres cut into strips.

The price of diesel fuel rose

last year, lobster fishing

settled down to a steady catch rate but crabs did not show well.

However, as the intensive fishing has eased, the

cock crab run in early

autumn almost died away,

but reached a peak for 300

years. Spring tides cut fishing by two-thirds and it seemed to blow nearly every night.

I moved my pots westwards into the Weymouth area and found a heavy run of hen crabs in the autumn. This made up for the failure of the winter sprat seasons and, for over two years, my gear never came ashore.

On one occasion I left a string of 36 pots in 80ft. of water close inshore. After eight days of force 9-10 gales I found one end of the gear, started to haul and there was just one pot left, or rather the frame. Not a shred of netting, rubber strip or even plastic coating remained. That meant a loss of £300.

On another occasion, again after prolonged bad weather, I found all six strings with each pair of dhans touching! One roll up is bad enough but six at one time meant an eight-hour struggle with pots and ropes then worth £2,000.

By early 1974 the Poole-based vessels had again increased in size. Peter Haynes, skipper of the *Ros Brighde* sold her to Swanage man, Ray Blanchard, and acquired the 70ft. steel beamer *Katherina Cornelia*. Richard Foster, skipper of *Brenda Denise* (since renamed *Nicola*) moved up to the 60ft. Scottish-built crabber *Velvet Dawn*. The *Marion*, a 45ft. Worthing-registered vessel, was bought south by Graham Hayes.

These large vessels could not use local moorings and had to be berthed alongside Poole Town Quay. This led to a conflict with Poole Harbour Commissioners.

Fishing vessels could until then berth here free but the commissioners decided to charge fees and harbour dues went from nothing to over £8 per week for the larger vessels.

Local men usually shot gear with the tide, but if an anchor or weight chafed off the main line a "roll-up" was inevitable. The Westcountry vessels shot across the tide and this was soon adopted.

The main benefits were

that the gear stayed put in

heavier tide and a much

wider "smell lane" of bait

was carried down tide. The

main snag with the method

mostly very "hangy" rock,

gear was often snagged when

hauled in heavy tide.

The seabed varied from

chalk on the Isle of Wight

grounds to honeycombed

ironstone in the Christchurch

area. These grounds were

very productive as small

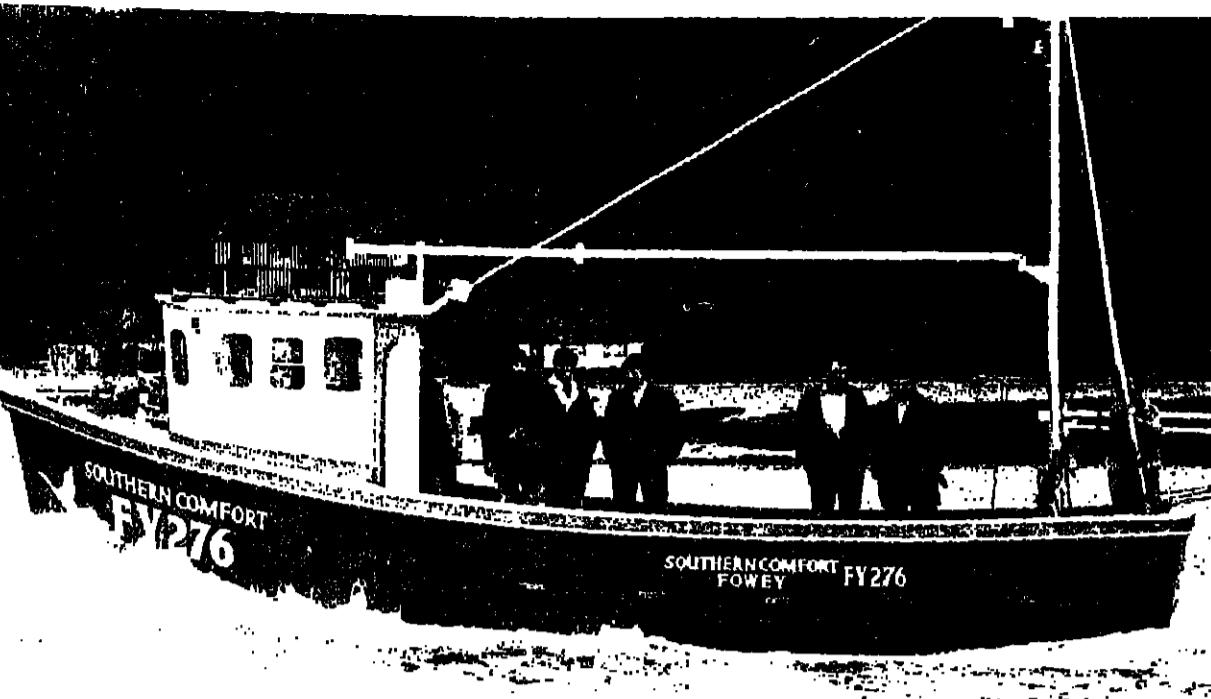
areas of rock held large

concentrations of lobsters.

The limestone ledges and

Kimmeridge shale — very

close to backlines.



Southern Comfort, the new 32-footer fitted with a Kort nozzle. She is for the port of Looe.

Towing power boost for 32-footer

Trials

Kort Propulsion Ltd. did not agree and, when Cygnus Marine of Cornwall approached it with the idea of fitting a nozzle to one of its GRP fishing boats, Kort readily agreed to trials.

A third firm took part in the experiment: W. Viscick & Sons of Devoran, Cornwall, which manufactures Kort nozzles. It made up the

nose free of charge.

The East Dorset Commercial Fishermen's Association

was formed to try to reduce

fees and acquire better

facilities for the vessels.

At this time the officially designated fishermen's dock

was crammed with angling

and part-time vessels. The

association, after a long

struggle, was successful in its aims.

The East Dorset Commercial Fishermen's Association

was formed to try to reduce

fees and acquire better

facilities for the vessels.

The owner of a new Cygnus

GM32, Mike Holley of Looe, Cornwall, agreed to have a nozzle fitted to his new boat

Southern Comfort.

Not only was this the first

nozzle of this type to be fitted

to a small fishing boat, but it

was also the first time one

had been fitted to a GRP boat

as far as could be ascertained.

No particular problems

were found in fitting the

nozzle to the hull, but because

the top securing point of the

nozzle is moulded into the

hull, the nozzle had to be very

carefully lined up before the

final connection. The

propeller runs with only 1

inch of clearance between the

tips and the nozzle.

Both boats are fitted with a

10hp Ford Sabre diesel.

FN How do you view the development of negotiations within the EEC?

BS I am extremely anxious about the present direction of the talks. Each individual item is bringing its own crises, e.g. third country talks with Russia, Norway and Faroes. What concerns me is that I see no pattern developing for the waters nearest our own shore. I think a basic rethink by our Government is needed, as I am not convinced that they know themselves where they are going at this point in time — in other words they seem to be acting tactically and not strategically.

Having said this, I feel that our Ministers are taking a much better and tougher line than they have done in the past. Within Government, I am much more concerned about the Foreign Office than the Ministry of Agriculture and Fisheries. This is an inevitable problem in as much that Foreign Office interests are much more broad dealing in international affairs of which fishing for them is only one part.

On specific items such as quotas, I am pessimistic at the immediate prospect. I think it is utterly wrong that we should be committing ourselves to details such as this without first knowing what the new Common Fisheries Policy will be.

Looking ahead to 1982, however, I am not unhopeful

of the eventual outcome. I do not see a situation developing whereby any Government — whatever colour — could accept a "Beaches Policy" — we knew this in 1971 and, believe me, the Common Market know this now.

On the credit side of the EEC, I think we can look on the ban on fishing for Norway pout in certain areas of the North Sea as a major breakthrough. We have been trying without success at NEAFC for many years now to get agreement on this and I would give full credit to our own Government and the EEC for this extremely important conservation measure. We have also seen in recent weeks in Shetland that third countries like Spain and Russia are being properly dealt with.

As far as the present Irish approach to the EEC, I can sympathise with their action although I do not agree entirely that we should do the same at this point in time. There is a completely different industry from ours in as much that their main interests are within 50-miles of their coastline as opposed to our investment in vessels fishing in third country waters.

By totally excluding foreign vessels we would not only have to import more fish from foreign countries, but our existing fleet would be faced with an immediate crisis which could result in the loss of many jobs ashore and afloat.

FN There has been considerable confusion between 50, 100 and 200-mile limits — do you think that the industry should stick to fighting for a 50-mile exclusive limit on the basis of keeping all other nations outside that limit, or alternatively, exclusive management control allowing reciprocal arrangements to be made as well as the total control of stocks within that limit?

BS I think the industry is right in going for a specific figure such as 50-miles. Such a concept sticks in the minds of politicians and public alike. In a general campaign it would be almost impossible to put across the idea of various bands to the public; who are in the main unaware of the technicalities involved.

FN How do you see the future of existing Government agencies (WFA/HIB) and fishermen's organisations in the EEC context?

BS I would suggest that the WFA/HIB must continue in some form albeit amalgamated. I see considerable benefit of such an organisation should be considered by the fishermen's agency bodies at arms length within which the various government departments could be represented.

On the definition of the word "exclusive", we must accept that this cannot ex-

I have known the industry long enough to realise there are conflicting interests.

FN Within the UK itself we have certain conflicts, e.g. Cornish mackerel fishery — do you think that coastal preference should be given to local fleets?

BS Obviously there are arguments on both sides, but in some ways this is an acute manifestation of the problems the industry has been going through. I would hope that if we get a satisfactory new Common Fisheries Policy then we might develop a machinery to prevent such local problems becoming so acute.

These problems occurred as a result of depletion of stocks in other areas with a consequent diversion of fishing effort. Many fingers have been pointed to accuse certain factions of the industry for bad management and over-fishing, but I feel in some ways that the Cornwall situation has been overplayed. The basic fact of life is that still with us is that men invested their life savings and were encouraged to do so by Government only to find that the traditional fishing was uneconomic on a 12-month basis. Obviously, they had to look elsewhere to maintain their operation. Nonetheless, I sympathise with fishermen in Cornwall and as I have said, we need some machinery to deal with this.

We are faced with a slightly different situation where shellfish are involved. For example Orkney, where the local industry has been built up to cater for a local fleet harvesting a species which spends 12 months of the year within the local area. This could be an area where local preference is justified.

FN Although the present Devolution Bill remains in a shambles, it is generally accepted north of the border that some form of devolution will take place within the next two years. Under the present proposed fishing is excluded from a Scottish Assembly. Do you feel that an industry as important to the Scottish economy as fishing can be excluded from a Scottish Assembly?

BS I have come to the conclusion that if devolution is to mean anything it must include more areas of responsibility and therefore an industry such as fishing would have to be devolved. I would envisage a strong Assembly achieving control over those facilities, the structure of the fleet including grants and loans and also policing of issues.

On the final point, although the Royal Navy does a good job, I feel very strongly the civilian policing of fisheries would be much more effective than the Royal Navy in as much that it would be more economic, not needed all the facilities Royal Navy vessel needs and also expertise would develop ensuring effective management.

On the international aspect of fishing, I would envisage an Assembly Minister responsible for fishing along with the Minister to meet in Brussels, so that Scotland's own peculiar problems could be fully represented.

If on the other hand we eventually presented to a weak Assembly I would be inclined to favour a "gap". It is my own view that we should adopt a much more

approach to devolution and we have to do this in a

strong Assembly and effective de-centralisation to combat the over-centralisation we have experienced in the last 50 years. Myself, along with members of other parties in Scotland, have recently formed a group to study and promote the benefits of a strong Assembly. Without this I fear greatly for the break-up of the UK.

FN Do you see a decline in the UK fleet in the next 10 years?

BS There are bound to be changes and the industry should be ready to face the new national and international situation. Already fishermen have built vessels which are more flexible and, therefore, have taken a lead in this respect. We have an extremely successful inshore fleet which deserves every encouragement.

I am proposing that in the UK we adopt a policy of backing success as opposed to certain recent actions in other industries which have had the effect of spending good money after bad.

FN How do you view the future of NEAFC?

BS In the form it has been known, it has been superceded. However, I would fight strongly for it, or something like it, to be retained basically as a forum for scientists from all countries to discuss and decide on total allowable catches as opposed to quotas.

Quota control itself is extremely complex with all sides being suspicious that the recorded catch levels are inaccurate. Possibly the only effective control by quota is ensuring that all catches taken from a certain area are landed within the ports of that coast. This may not be a practical position but just illustrates the problem.

Secondly, I am encouraged that the Conservative Party today is much more aware of the importance of the fishing industry. It could be argued that the Party has come round to this as a result of the loss of MPs in fishing constituencies. But it is still a fact that more MPs in the Conservative Party than any other Party represent constituencies with fishing interests.

I also feel that our leadership has a much better understanding of the fishing industry as a result of this message getting through. Our present Shadow Foreign Secretary has certainly a real appreciation of the problems and the needs of the industry.

FN In the event of a Conservative Government being returned to power, what change to do you see in Government attitude and thinking on the fishing industry?

BS I would like to answer this question in two separate sections.

Firstly, I feel that we could criticise the original members of the EEC for introducing a Common Fisheries Policy at the eleventh hour and we have now seen the development of a 12-mile international regime to a 200-mile regime.

Therefore, it is logical and right that we should fight for this greater control even within the market.

In addition to the present Government's attitude to the EEC in general, an anti-EEC attitude can damage our case in negotiations making each issue a major battle.

During the early years following the last war, Star of Hope was the only cable

STAITHES MAN RECALLS When a lobster cost 5p



STAITHES fishermen, fishing full time from Staithes. Sadly, she was smashed to pieces in the harbour during a freak storm which hit the east coast early in 1963.

Since that time Mr. Verrill has worked with a number of cables. His most recent command was another Star of Hope which was built at Amble in the early 1960s.

An important innovation in recent years, Mr. Verrill thinks, has been the introduction of synthetic materials for fishing gear.

Lines and pot ropes made from hemp or sisal had to be hoisted in catch in big copper pots to prevent them from rotting. The tarred twine used for braiding pots was so harsh on the hands it had to be softened with a piece of fat bacon to make it easier to work with.

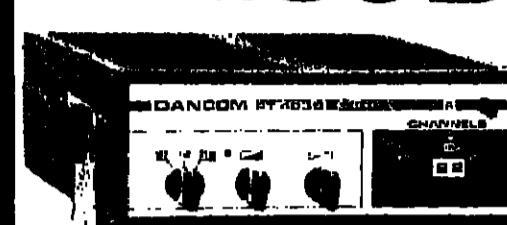
When he was a child cables still worked under sail. He remembers that, in 1922, the big cable Mizpah was the first to be fitted with an engine. This was a Kelvin paraffin unit of about 12 hp.

During the 1920's several cables worked herring drift nets, in addition to long lines, crab and lobster pots. All fishing gear had to be hauled by hand and, in 1951, Star of Hope was the first cable in the village to be fitted with an hydraulic-driven pot and line hauler.

Mr. Verrill says this is spreading up and down the Yorkshire coast and will probably supersede line fishing. This would do away with the tedious and costly job of baiting lines. Gloria Wilson.

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Telephone: 0482 223363
Manufacturers of Marine Lighting Fittings

Survival course at port

A SURVIVAL at sea course for fishermen is to be set up in Aberdeen later this year.

It will be open to new recruits to the port's trawling industry and to fishermen taking up grading courses

On the international aspect of fishing, I would envisage an Assembly Minister responsible for fishing along with the Minister to meet in Brussels, so that Scotland's own peculiar problems could be fully represented.

The two-day course will have full approval of the Department of Trade and is to be run under the auspices of Aberdeen Technical College, with which the school of navigation is shortly to be incorporated.

On the other hand, we eventually presented to a weak Assembly I would be inclined to favour a "gap". It is my own view that we should adopt a much more

approach to devolution and we have to do this in a

and recruitment officer with AFVOA, told *Fishing News* that along with other trawling ports Aberdeen is starting survival courses now, before they become compulsory.

Also in the pipeline is a four-day survival at sea course for trawler officers.

Mr. Cowie went on to say that Aberdeen trawler owners are training and safety conscious.

Trawler owners are now more than ever concerned to keep a man afloat and to combat hypothermia in the water. A number of fishermen are wearing them while doing their normal work on deck.

Reports on the comfort and wearing qualities of the suits are being made to the D.O.T.

Safety officer with the AFVOA, Mr. A. Innes, makes regular checks on trawlers, between their D.O.T. surveys, to ensure that safety and fire-fighting equipment is up to date.

The committee probes accidents and looks for ways of avoiding them in the future.

"We have to do this in a

and every recruit receives safety and fire-fighting training during the course.

In addition, the association has just introduced a three-year training course for apprentices.

The first students to enrol for the course are now gaining experience at sea before starting a college course in September.

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The Goodridge Aeroclip range of low, medium and high pressure rubber and stainless steel covered hoses with self-seal fittings is BS2721/2/3/AEROCOUPPT for marine uses including hydraulic, fuel and water lines etc.

Used throughout the world on marine, industrial and aircraft applications, hoses, fittings and valves are manufactured to the highest quality standards.

Offering an exceptionally high degree of protection against vibration, shock, pressure and temperature, vibration and abrasion — Aeroclip is a must for the Mariner.

GOODRIDGE (U.K.) LTD.
Collins Road, Totnes, Devon TQ9 5PU Tel. (0803) 882607.

Aeroquip
Marine

GOODRIDGE AEROQUIP

The Goodridge Aeroclip range of low, medium and high pressure rubber and stainless steel covered hoses with self-seal fittings is BS2721/2/3/AEROCOUPPT for marine uses including hydraulic, fuel and water lines etc.

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Catches and Prices

TOP LANDINGS LAST WEEK

HULL
GRIMSBY £17,882: *Ben Heilem*, Irvin (Sk. C. Grimmer), 522k, F, 15 days.
Carlsberg, 1,471k, NC, 21 days.
£40,873: Northern Reward, BUT (Sk. W. Harris), 1,332k, NC, 23 days.
£32,792: Boston Boeing, Boston (Sk. C. Newton), 1,255k, NC, 26 days.
£28,491: Spurs, Consol (Sk. W. G. Hardie Jnr.), 1,229k, WS/NC, 23 days.
£24,016: Ross Juno, BUT (Sk. W. Ferrand), 940k, WS/NC, 26 days.

Middle water
£19,491: Ross Jaguar, BUT (Sk. D. Speek), 767k, W, 16 days.

FLEETWOOD
White Sea £21,004: *Boston Explorer*, Boston (Sk. W. Anderson), 1,017k, 25 days.

NORTH SHIELDS
Pair teams £30,330: *Navena*, Marr (Sk. W. Taylor), 1,128k, 19 days, and £26,915: *Armania*, Marr (Sk. V. Buschini), 1,041k, 19 days.

North Sea
£8,726: Tom Grant, Lindsey (Sk. A. Wraith), 258k, NS, 13 days.
£7,775: Lovedon, Lindsey (Sk. G. Ireland), 252k, NS, 14 days.

Seiners
£6,044: Foursome, Sleight (Sk. G. Cooper), 163k, NS, 16 days.
£5,858: Iysha, Richardson (Sk. D. Sorensen), 147k, NS, 21 days.

£5,613: Walpaul, Consolidated (Sk. C. Madson), 163k, NS, 21 days.
£4,752: Linda Lise, Richardson (Sk. C. Olesen), 128k, NS, 19 days.
£3,588: Britta, Danbrit (Sk. T. Chester), 123k, NS, 16 days.
£2,881: Reef Bank, Sleight (Sk. P. Host), 80k, NS, 20 days.
£2,752: Zanto, Sleight (Sk. V. Olsen), 86k, NS, 20 days.
£2,505: Sanrene, Sleight (Sk. W. Sanderson), 60k, NS, 20 days.

Pair teams
£12,705: Jean Scott, (Sk. P. Scott), 375k, and £12,589: *Golden Venture*, (Sk. A. Pultrey), 378k, both John R., NS, 15 days.

£11,057: Ann Charlotte, (Sk. R. Collins), 362k, and £10,858: *Laurids Skomager*, (Sk. J. McColl), 324k, 888k, F, 18 days.
£19,928: Starwood, Wood (Sk. J. Hird), 624k, F, 17 days.
£9,839: East Bank, (Sk. J. Lee), 316k, and £7,155: *Saxon King*, (Sk. 19,611: *Grampian Monarch*, North B. Emerson), 206k, both Sleight, Star (Sk. R. Catto), 629k, S, 16 days.

HUMBER VESSELS DUE

GRIMSBY Ogano, Osako, Ross Cheetah, Ross Juno, Ross Leopard.
HULL Expected during the week from White Sea: *Blackburn Rovers*, *Ross Kharroum*, *Vianova*. From Greenland and Westerly: *Northern Gift*, *Ross Ramillies*; *Arctic Rebel*, *Falstaff*, *Loch Eriboll*, *St. Giles*, *Somerset Maughan*.

PORT MARKETS

FRIDAY, APRIL 15

DUBLIN

Demand good, 1,230 boxes from Howth and Skerries. Prices: cod, 18p/19p; codling, 14p/18p; black pollock, 15p/18p; whiting, 14p/17p; lemon sole, 20p; plaice, 13p/14p; prawns, 15p/20p; prawn tails, 60p; salmon, £1.92/£2.12; 60p; round whiting, 21p/23p; ray, 16p/18p; mackerel, 88p/99p; per box.

MONDAY, APRIL 18

GRIMSBY

A fair supply of 5,232 kits from 10 boats and a good demand. Prices: stiff cod, 23p/40p; black pollock, 25p/30p; whiting, 23p/27p; lemon sole, 20p; plaice, 22p/24p; large plaice, 22p/24p; haddock, 22p/25p; turbot, 18p/20p; monkfish, 87p; coalfish, 115p/125p; codling, 23p/24p; 24p; medium, 22p/23p; whiting, 21p/22p; per 10 st. kit.

ABERDEEN

MONDAY, APRIL 18

GRIMSBY

Demand good, 1,230 boxes from Howth and Skerries. Prices: cod, 18p/19p; codling, 14p/18p; black pollock, 15p/18p; whiting, 14p/17p; lemon sole, 20p; plaice, 13p/14p; prawns, 15p/20p; prawn tails, 60p; salmon, £1.92/£2.12; 60p; round whiting, 21p/23p; ray, 16p/18p; mackerel, 88p/99p; per box.

FLEETWOOD

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NEWLYNN

MONDAY, APRIL 18

GRIMSBY

A fair supply of 5,232 kits from 10 boats and a good demand. Prices: large whiting, 24p; small, 16p/18p; turbot, 16p/18p; per box.

TUESDAY, APRIL 19

GRIMSBY

MONDAY, APRIL 18

A fair supply of 5,232 kits from 10 boats and a good demand. Prices: stiff cod, 23p/40p; black pollock, 25p/30p; whiting, 23p/27p; lemon sole, 20p; plaice, 22p/24p; haddock, 22p/25p; turbot, 18p/20p; monkfish, 87p; coalfish, 115p/125p; codling, 23p/24p; 24p; medium, 22p/23p; whiting, 21p/22p; per 10 st. kit.

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HERRING REPORT

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MONDAY, APRIL 18

Official and Classified ADVERTISEMENTS

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TWIN engined passenger vessel, 60ft. x 14ft. x 5ft. 6in., class 117, passengers, salmon and bar, surveyed for coming season, reasonable price, for quick sale. Tel. Poplar Road, Ramsgate, telephone: Thanet 53417.

FOR sale, Aktemmen steel stern trawler, built 1973, length 31.5ft., breadth 10.7ft., draught 3.8ft., engine Ford 10hp 2:1 reduction gear, 350 kw fuel, powerful trawl winch, gantry fitted ast. Three water tight bulkheads comprising fish room, engine room and forecastle. Hull lifting derrick and landing deck. Beacons property. Vessel will be available end of March. Scallop season end of May, £13,000. Box No. 567.

CHILDREN'S FRIEND
(P294) 29ft. 6in. x 9ft. 6in. x 3ft. 6in., built 1968, larch on oak, 80hp Ford engine as new, Seavoice VHF boat's property. Kelvin Hughes MS3800. Dacra mark 21 on hire. Gaff mizzen, flakrooms throughout. Telephone: Falmouth 3028 evenings & weekends

PINDA length 24ft., breadth 6ft., 6in., depth 2ft., 2in., open deck fishing launch with Perkins 50hp cylinder diesel engine, 17ft. 6in. carvel built in wood. Presently berthed at Milford Haven. Price £2,750.00 enq. All enquiries to Nick Meyer, telephone: 01-239 5303 or John Pascoe Milford 240571.

M.F.V. "FLORIAGE" (A.56)

Built Gerrard Bros. Arbroath 1965. Length overall 55ft., registered length 49ft., beam 16ft. 6in., draft 6ft. 3in., tonnage gross 23,300, engine Gardner 114hp 2:1 reduction engine overhauled March 1976. Dynamo and electric overhauled October 1974. Three tons Dauthless which still under guarantee, fitted 1974. Three tons Dauthless which still under guarantee, fitted September 1976, new 2 x 300kw generators, bridles September 76. New 5ft. 6in. door December 1976. Gliman replacement December 76. Hydraulic power block fitted.

On hire: Kelvin Hughes R17 radar, Decca Navigator Mk.12, ship's property: Kelvin Hughes Fish-up and radio. Radion VHF radio. Vessel alighted, propeller outside bearings satisfactory condition September 1976. Hull in good condition, receipts for work carried out can be shown.

All enquiries and offers to:

D. M. TAFT, 54 HIGH STREET, FEASBURGH, TEL. 2280.

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Official and Classified ADVERTISEMENTS

Continued from Page 14

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For cooking: SHELLFISH, LOBSTER, CRABS — Either on Shore or at Sea — Fired by Color Gas Electricity.

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